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28 April 1977

NEAR  
EAST

TRANSLATIONS ON NEAR EAST AND NORTH AFRICA  
No. 1647

NORTH  
AFRICA

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## INTER-ARAB AFFAIRS

### BRIEFS

YAR ECONOMIC DELEGATION--Sunday morning member of the Central Committee and minister of trade Mahmud Sa'id Madhi received in his office the North Yemeni minister of economy, Muhammad 'Abd-al-Wahhab al-Jubari. The meeting was also attended by Nasr Nasir Ali, candidate for membership in the Politburo and minister of state for cabinet affairs. The three men discussed those issues of mutual interest to the two parts of the homeland. A friendly atmosphere prevailed at the meeting. Mr Jubari, accompanied by Mr Ali, visited the tanning factory and the spinning and weaving factory. [Text] [Aden 14 OCTOBER in Arabic 8 m 77 p 2] 6800

PETROLEUM SUBGROUP--Cautious contacts between the ministers of petroleum of Algeria, Libya and Iraq. They plan to create a subgroup within OPEC which will be the embryo of an 'organization of progressive oil exporting countries.' [Text] [Paris LE POINT in French 11 Apr 77 p 51]

CSO: 4800

## 1977-78 BUDGET UP 29.90 PERCENT OVER LAST YEAR

Kabul THE KABUL TIMES in English 26 Mar 77 p 1

[Text]

KABUL, March 26, (Bakhtar).—The 1356 (1977-78) regular and development budget, amounting to Af. 32,732,480,200, was approved by the cabinet in its March 23 meeting, and endorsed by the President of the Republic, Mohammad Daoud.

While stating this the Minister of Finance Sayed Abdulilah, added that the Republic of Afghanistan is constantly struggling for positive and fundamental changes in socio-economic, political and cultural fields through formulation of multifaceted plans and programmes, and the budget of the state is prepared with these objectives in mind, and with due consideration to the fact that the nature of budget profoundly affects development of infrastructures.

A positive financial policy, and a desirable and balanced budget requires attention to creation of parity between income and expenditures, meeting of public needs, and full use of resources at

hand, allocating of resources for productive purposes, and seeking of ways and means for increasing revenues, the Finance Minister added.

In line with these considerations, the Finance Minister added, the 1356 budget is proportionate to the state income, and in comparison to the 1355 budget has increased by 29.90 per cent. This year's budget, in comparison with the year preceding the revolution, has increased by 229.02 per cent, and it is prepared in a way that would ensure an increase in volume of production and enhance employment opportunities at the same time.

The Minister of Finance further added that the regular budget of 1356 amounts to 12,500,000,000 and consists of two parts.

The first part, covering regular expenditures of the state, amounts to 6,983,000,000 afghanis, which in comparison to the last year, is 13.15 per cent more.

The second part of the regular budget consists of

benefits offered to institutions, civil servants and public employees, and amounts to af. 5,517,000,000, or 10.36 per cent more than allocations made for the same purposes last year.

In the regular budget afs. 250,000,000 is earmarked for subsidising food rations distributed to civil servants and public employees, and afs. 300,000,000 for the Pension Fund. This allows for salary increases to the retired civil servants and public employees as well. Last year the State increased the salaries of civil servants and employees, and the retired civil servants and employees will receive proportionately higher pay effective from the same date.

The afs. 900,000,000 loss which the state accepts in subsidising prices of sugar and petroleum products is also included in the regular budget of the State, as benefits to institutions.

The Republican State, ever since its establishment, has sought to improve standards of living of the people. During the last three



years the state has incurred a loss of 3,000,000,000 afghanis in subsidising prices to prevent undue rise in prices.

Economic development receives the highest priority in the endeavours of the state of Afghanistan. To maintain an adequate rate of growth the country has allocated this year afs. 20,232,480,200 for development inputs. This equals the sum spent on development activities throughout the period of the third five year plan.

Development inputs in the current year will be 44.23 per cent more than allocations for the same purpose in 1355.

In the 1356 development budget the share of agriculture and irrigation will be 25 per cent, that of mines, industries and energy 46 per cent, of social services 15 per cent, of communication and transportation 13 per cent.

Regular budget of the state constitutes 21.33 per cent of the total budget of 1356. Subsidies and benefits to institutions amount to 16.85 per cent of the total budget. The remaining 61.82 per cent of the 1356 budget is earmarked for development expenditures, said the Finance Minister in conclusion.

CSO: 4820

# STEPS TO BOOST NON-OIL EXPORTS

Teheran TEHRAN JOURNAL in English 30 Mar 77 p 2

[Article by Irfan Parviz]

[Text]

**TEHRAN** — Iran exported non-oil goods worth Rls. 43 billion last Iranian year, according to initial estimates. This is in line with the government's policy of increasing non-oil exports gradually.

Imports during the same period were estimated at Rls. 980 billion.

Announcing the policy for the new Iranian year Commerce Minister Manouchehr Taslimi said that every effort would be made to stop import of non essential goods. He said that a committee with the representation of various ministries and organizations had been formed to look into the matters of import.

The minister also pointed out that import from those countries would be encouraged with whom there is balanced reciprocal trade. He said that those who sold their industrial products and capital goods in Iran should buy Iranian industrial products in return.

The national industry has a record of unprecedented progress and production has increased considerably despite several bottlenecks.

Taslimi said that foreign countries were prepared ready to buy Iranian industrial goods. He pointed out however that local consumption was also increasing rapidly. Hence, the demand abroad could not met

satisfactorily.

According to the Plan and Budget Organization foreign exchange income from non-oil resources will amount to 30 per cent of the total during the current Iranian year.

Minister of State for Plan and Budget Organization Abdol Majid Majidi recently said that the ratio of non-oil sources of income would increase gradually till the dependence on oil income was eliminated.

Iranian industry's age is not much but its progress indicates that the national industry will take the place of oil. In 1928, Iran had just 14 spinning mills, six canning factories, four printing presses, 10 dying factories and one lumber factory.

It was the founder of modern Iran, Reza Shah the Great who sincerely wanted to see the country industrialized. Naturally, public sector was to initiate. The government of Iran set up the first textile mill in Isfahan in the early 30s.

Since then, increased private and public sector efforts resulted in 482 small and big industrial plants in 1939 producing sugar, flour making materials, tobacco, textiles, leather, silk, dyes, soap, cement, bricks, glass, automobiles and many other consumers' goods.

The number of industrial plants today is estimated at 8,000 big factories and 250,000 small industries.

Beside very big iron, steel, copper and petrochemical complexes, the national industrial units are producing food stuffs, various kinds of textiles, furnitures chemicals, newsprint, rubber, construction material, electric and electronic equipment and various types of automobile machinery.

Foreign investment is also getting its due place in the Iranian national industry. Foreign investments amount to \$300 million. The public sector consists of 72 industrial plants producing steel, copper, tractors, petrochemicals and gas.

Taslimi said, "Iranian national economy has reached a level which can ensure the nation all the benefits of the Great Civilization."

A leading exporter said that the rapidly increasing industries required more specific steps to reach international standards. For that, he said, it (industry) requires to maintain the present pace of development while improving quality of manufactured goods."

Efforts should be made to avoid wastage and unhealthy competition in local industry, he remarked. Decentralization of industries, would be a step ahead toward the fullest use of large and small capital available in the country.

The national policy of using natural resources for the development of industry is another factor ensuring a bright future.

IRAN

## RASTAKHIZ JOINS WAR ON WASTE

Teheran TEHRAN JOURNAL in English 30 Mar 77 p 3

[Text]

**TEHRAN** — The Rastakhiz Party will supervise over the development projects across the country and send reports on the progress of work to the Imperial Commission formed to prevent wastage.

This is one of the new set of instructions sent by Rastakhiz Party Secretary General Jamshid Amouzegar to his rank and file in the country.

Amouzegar urged his party members yesterday to mobilize the entire nation to combat the ill effects of extravagance and waste.

The nationwide anti-waste campaign declared by the party will concentrate on the fight against waste of resources, lethargy, and malingering.

The Rastakhiz appealed to the people to observe austerity, to discard extravagance and to cultivate the saving habit.

Productivity, priority to essential commodities, avoiding tardiness, fostering the spirit of work and putting more care in maintaining the means of production, will be the other fields of party activity.

Party chapters should discuss the goals of the campaign thoroughly in their regular meetings; party members should consider the austerity drive as a priority matter and include it in the political education program of the party.

The mass media, including the Radio, television and newspapers should be invited to cooperate with the anti-wastage program.

Youth organizations should be mobilized and asked to actively participate in the austerity drive and they should discuss the contents of the campaign in their regular meetings.

CSO: 4820

# STOCK EXCHANGE TRANSACTION FIGURES

Teheran TEHRAN JOURNAL in English 31 Mar 77 p 2

[Article by R. Mohan]

[Text]

**TEHRAN** — The daily transactions at the Tehran Stock Exchange in the last Iranian year recorded a staggering daily average of over \$2.2 million. On one hectic day in the month of Tir, the deals crossed the \$81 million mark.

Mansur Zabatian, Secretary of the Exchange, said the progress of the TSE had been satisfactory. The total Transactions recorded by the end of last year was Rls 38 billion (\$54 million). That was a 112 per cent increase over the year before. Of this, the share of common stocks was up by 96 per cent. The transaction in government bonds jumped from Rls. 7.3 billion to Rls. 10 billion. The share participation bonds accounted for Rls. six and a half billion. The per centage of stocks in the total was 65.

The most expensive share was that of Bank Saderat, with each share going for \$400, a very high figure compared to most stocks in exchanges of the world. Since the country's laws lay emphasis on par value, the total transaction reflects more the value of each share, which is quite high normally, rather than the number of shares, Zabatian said.

In terms of volume, IMDBI led others by a long way, with 4.3 million shares traded for Rls. 6.87 million. The price ranged between Rls. 1560 and 1630. IMDBI, apart from a dividend of 12 per cent, paid 20 per cent as stock dividend. Before the dividend declaration, the prices of these shares ranged between Rls. 1820 and 1950.

Second came Saderat, with 220,677 shares transacted for Rls. 5.6 billion. The average price ranged between Rls. 25,000 and 28,110. Bank of Tehran came next, with 512,630 shares transacted for Rls. 1.3 billion. The lowest figure was for Shahreza Textiles, with 50 shares transacted for Rls. 92,500. Among the new entrants, Zabatian said, NICI had done quite well, which within one year, had a figure of 475,245 shares transacted for Rls. 523 million. The Development Bank of Khuzestan was another promising

newcomer with 11,000 shares transacted.

Zabatian said the TSE had been redecorated during the year, making it a much more convenient place for stock transactions. Besides, regulations of the TSE had been approved during the year by the Council. They have been effective from the new Iranian year.

The number of firms listed on board at the TSE is now 76, with 22 of them being banks, 2 investment corporations and 52 industries.

Zabatian spoke of the future of the exchange with characteristic confidence. Not given to exaggerations or hyperboles, the reticent secretary has proved to be a valuable asset of the growing exchange.

# LEPROSY TO BE ERADICATED

Tehran TEHRAN JOURNAL in English 4 Apr 77 p 3

[Article by Irfan Parviz]

[Text]

TEHRAN — Iran has an estimated 303,000 persons suffering from leprosy throughout the country. But only 8,601 have been registered as such said Managing Director of the Iran Center for Leprosy, Dr. Abbas Sanati yesterday.

Addressing a press conference he said that about 10.8 million people in the world are suffering from this disease, which is like slow poison.

Dr. Sanati said that the highest number of lepers was in Asian countries, 6.7 million, followed by Africa, 3.8 million, America, 358,000 and Europe, 52,000.

Out of the total in the world, only 1.9 million have been registered and are receiving proper treatment.

Dr. Sanati said that extensive efforts would be launched during the Sixth Five Year Plan to eradicate the disease in this country.

He said the main job now before the organization was to enlist the patients. He said that in the initial stages for many years, the patient gener-

ally was not aware of the fact that he, might be suffering from the disease.

"That's the proper time to check on leprosy, before it can play a real havoc," he said.

The leprosy organization, with the assistance of the Ministry of Health and Welfare, provides facilities in the medical centers across the country for preliminary examination. In case symptoms are traced, the patients are referred to the appropriate medical authorities.

The organization hopes that all the lepers in the country can be enlisted within three years. He said the situation would be completely under control within five years.

Dr. Sanati said, "If all goes well, leprosy will be eradicated in the country within 10 years."

He paid glowing tributes to Her Imperial Majesty Empress Farah who had paid special attention to the problem. He said that the Empress had ordered all-out efforts to eradicate the disease along with a comprehensive plan for the

welfare of the lepers.

Dr. Sanati said compared to other diseases less attention had been paid to leprosy, resulting in little research and insufficient investment in producing medicines.

He said, manufacturers were more interested in medicines which brought quick returns."

Dr. Sanati called for active help of the press in rehabilitating cured lepers who should be given their due place in the society.

He mentioned various instances where cured patients had been employed in factories. He said that the fellow workers, in many cases, had refused to work with them.

Dr. Sanati said that cured persons were sent to work only when they were not contagious. Society should accept them just as any other, he remarked.

Dr. Sanati said two centers had been set up in Tehran for skin diseases with the most modern facilities. One such center is to be set up soon in Tabriz. Plans for two more centers have been finalized.

IRAN

## 20 SATELLITE TOWNS PLANNED FOR TEHERAN

Teheran TEHRAN JOURNAL in English 4 Apr 77 p 3

[Text]

**TEHRAN —** Twenty satellite towns of various sizes have been planned for Tehran, a spokesman for the Housing Organization announced yesterday.

The housing designs range from the 4-storeyed apartments to be built by the Bamsaz Construction Company to the 40 storey mini skyscrapers being built by Kapsad contractors.

An official said that the housing complexes, located both inside and outside the municipal jurisdiction, are being built on a total of approximately 31 million square meters of land.

A large bulk of these houses will be expensive, the sources

said.

All the housing projects and townships put together will contain approximately, 24,000 appartments, ranging from those with covered areas of 45 square meters to those covering 512 square meters.

Prices of the apartments will range between Rials 50,000 per square meter to Rials 85,000.

Several foreign building companies, American, French, Italian, and Greek are cooperating in building the projects.

Construction of three of the housing complexes has already been completed while the other are either under construction or in the planning stages.

CSO: 4820

# YAZD SMALL INDUSTRIES PLANNED

Teheran TEHRAN JOURNAL in English 6 Apr 77 p 2

[Text]

TEHRAN — The Ministry of Industry and Mines issued 13 permits in the last Iranian month for setting up several industries in Yazd province.

The permits were issued by the provincial authorities. The estimated cost of all the industrial units is Rls. 700 million.

The industrial units include a stone crushing plant with an annual capacity of 3,000 cubic meters of stone powder at an estimated cost of Rls. 29 million.

A cotton thread plant with an annual capacity of 3,600 tons and expected capital of Rls. 80 million, four units worth Rls. 320 million for production of 133 million pressed and ma-

chine-made bricks annually are also on the anvil.

Rls. 100 million will be invested for setting up a machine-made carpet plant with an annual capacity of 70 million square meters.

Others are; An angle iron plant with an investment of Rls. 10 million will be set up with an annual capacity of 4,000 tons. A Rls. 50 million plant for woolen thread with an annual capacity 30 tons.

A Rls. 7.9 million plant for production of trico with an annual capacity of 80 tons and another plant for production of 1,500 tons felt hats annually with an estimated cost of Rls. 7.9 million.

CSO: 4820

IRAN

## NEW RULES FOR PASSPORTS

Teheran TEHRAN JOURNAL in English 9 Apr 77 p 3

[Text]

**TEHRAN** — Wives will continue to require the assent of their husbands before they can obtain a passport, according to the new passport regulations released on Thursday.

An official of the Passport Department said that dependants below the age of 18 years will also be obliged to produce the permission of their guardian or male parent before they can leave the country.

Under the new regulations student passports would gradually be converted to ordinary passports. The arrangement is being made through the cooperation of the Ministry of Foreign Affairs, and the ministry of Science and Higher Education.

The regulations stipulate that as of the current year Mecca pilgrims will not be issued with regular passports but with special cards printed for this purpose that would expire following the Haj season.

CSO: 4820



# ABADAN OIL REFINERY TO BE EXPANDED

Teheran TEHRAN JOURNAL in English 11 Apr 77 p 2

[Article by Irfan Parviz]

[Text]

**TEHRAN**—Expansion plans for the Abadan Oil Refinery have been finalized and very soon the biggest refinery of the country will be processing 600,000 barrels per day, according to National Iran Oil Company sources.

The NIOC sources said yesterday that the Abadan Refinery had processed 506,600 barrels per day during the month of February.

During the winter season the local consumption of kerosene and gas oil was increased. According to the figures released here yesterday almost half the output of the Abadan Refinery was consumed locally.

Out of the total output of this Refinery, 229,252 barrels per day was exported in the month of February and 246,327 barrels per day in the following month.

The local consumption of refined oil products has been rapidly increasing for the last two years. Previously, only two-thirds of the products from the Abadan Re-

finery used to be consumed locally. The recent figures stood at half of the total production while the indications are that the proportion would increase soon.

According to available figures the local consumption of refined oil products was recorded at 20 million tons last year. Estimates reveal that rapid industrialization in the country and the growing population might increase its consumption by 20 per cent per year.

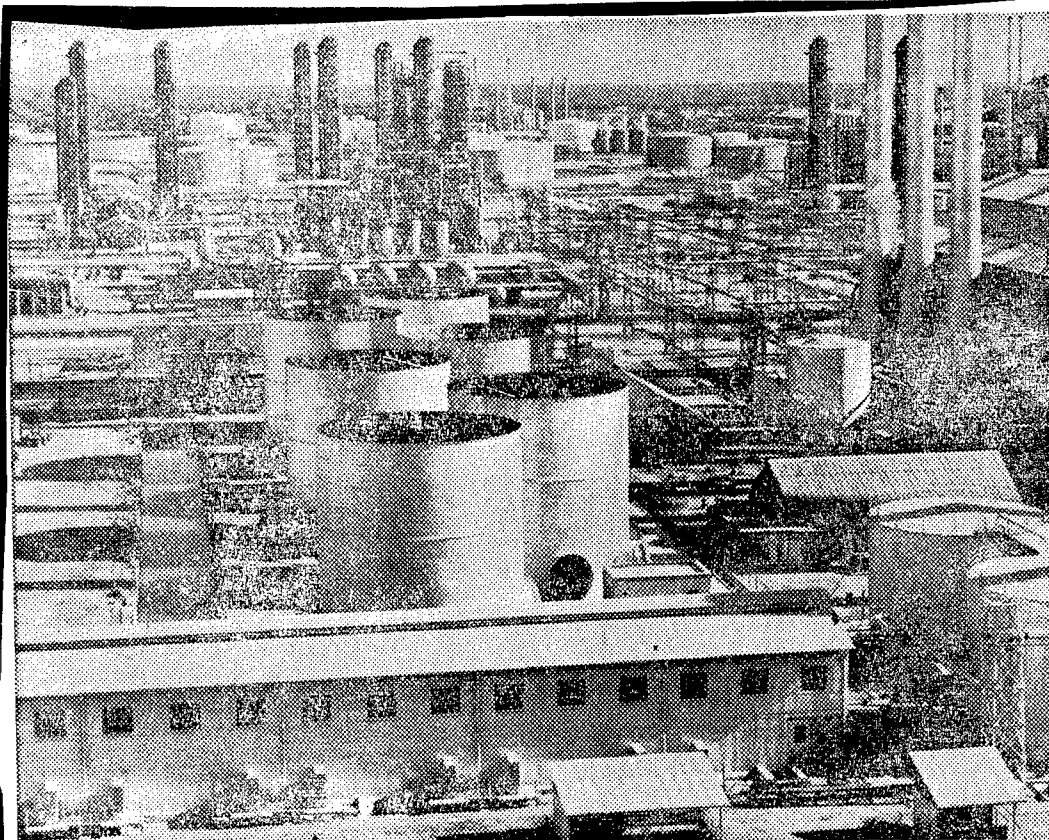
To meet the growing demand of the refined oil products, the NIOC has planned to set up new refineries in different parts of the country.

The Tabriz Oil Refinery with a capacity of 80,000 barrels per day is nearing completion. Its operation will start soon. Brisk construction work is continuing at the Isfahan refinery with a capacity of 200,000 barrels per day.

Plans for other oil refineries are being finalized. These refineries will be set up in Khorassan, Mazanda-

ran, and Gilan provinces.

According to future plans more refineries will be set up in the southern parts of the country mainly for the export purposes. These refineries may be set up on a joint venture basis with the participation of U.S., West Germany and Japan.



**THE ABADAN Oil Refinery which will soon be processing over 600,000 barrels of oil per day.**

CSO: 4820

# TERRORISTS' DEFENSE CLAIMS THEY WERE VICTIMS

Teheran TEHRAN JOURNAL in English 11 Apr 77 p 3

[Text]

**TEHRAN** — The defense lawyers of the alleged Marxist terrorists yesterday told Military Tribunal No. 5 that their clients had not translated their views into practice.

The trial of the eleven remaining members of a smashed terror organization on charges of anti-security activities, which started in Tehran on Saturday, continued yesterday.

All eleven defendants have pleaded guilty to the charges levelled against them by the military prosecutor. He had demanded life sentences for them based on Article 310 dealing with anti-security operations.

However, their defense counsels have appealed to the court for leniency due to the fact that their clients had been victims of unfortunate conditions during their formative years abroad.

Col. Amjadi, one of the four defense lawyers, yesterday urged the court to closely scrutinize the spiritual and material circumstances which caused the deviation in his clients.

He argued that factors such as educational background, family conditions and financial circumstances could not be overruled.

Amjadi blamed the defendants' ignorance of the country's social conditions and deceitful "guidance" provided by deviant organizations abroad for their misconduct.

He claimed that his clients had not put their views into practice because on arrival in the country they had become doubtful about their ideology and its application.

They were only busy studying the incriminating books at the time.

In his reply the prosecutor asked the court to hand down the maximum penalty to the 11 accused under section 310 of the Penal Code. He said that the accused behaved in a very unpatriotic manner during their stay abroad.

They were sent at government expense to learn the latest technology and return to serve their motherland. Instead they spent their time learning terrorist and guerilla tactics, and were spreading the gospel of Communism.

The prosecutor charged that these accused should be ashamed of dishonoring their country by spreading false propaganda.

A big caché of arms and explosives was found in their possession.

While here they were busy spreading the Communist ideology and were serving foreign masters — Without taking into consideration the interests of their country.

However, the prosecutor concluded, the accused could not succeed in their nefarious attempts to disturb public order.

The court adjourned its proceedings until tomorrow.

IRRIGATION MINISTRY COMPLETES 20 PROJECTS IN GOVERNORATES

Baghdad AL-THAWRAH in Arabic 23 Mar 77 p 4

[Article: "Twenty Irrigation and Drainage Projects Carried Out in Governorates"]

[Text] The Directorate of Public Irrigation and Drainage Projects in the Ministry of Irrigation is currently carrying out more than 20 irrigation and water tapping projects in the various governorates of the country.

A source in the Ministry of Irrigation informed the AL-THAWRAH reporter that the projects under implementation included the Ishaqi irrigation and drainage project covering 410,000 donums of arable land and costing 25 million dinars. It will be completed by the end of 1978.

They also include al-Hillah-al-Diwaniyah irrigation and drainage system improvement project, al-Dalmaj District irrigation and drainage project covering 300,000 donums of land where complementary works are being carried out and expected to be completed in 1979 at a total cost of 10 million dinars. In addition, the projects include Badrah--Jisan irrigation project covering 65,000 donums of land and providing the villages surrounding the project with drinking water. The project is expected to be completed in 1979 at a cost of 10 million dinars.

The source continued to say that the Directorate has begun the implementation of al-'Amarah barrages project, representing the first stage of the organization of irrigation and drainage project covering all the arable lands in Maysan Governorate, amounting to 1,050,000 donums of land. The project will cost 15 million dinars. It will improve navigation in the Tigris River and is expected to be completed in 1979.

The Directorate also has started to carry out al-Rumaythah drainage project covering 200,000 donums of arable land. It is expected to be completed in 1978. The Lower Diyala irrigation and drainage project, an integrated development, has also been started.

The projects are designed to irrigate the arable land and remove the salt from the soil of these lands. The soil has become salty because the land has been cultivated and irrigated for a long time without an underground drainage and sewage system.

Earlier, the Directorate had started a number of other irrigation and drainage projects including the Mandali, al-Saglawiyah-Abu Ghurayb, Ridwaniyah and al-Dujailah projects and irrigation and drainage as well as improving projects in the Euphrates district, al-Iskandariyah--Mahawil, al-Hurayniyah Bani Hasan, al-Hillah--Kifl, Salman Pak, al-Shahiniyah and improving irrigation and drainage at al-Suwayrah Farm.

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CSO: 4802

IRAQ

# COMMUNIST PARTY CELEBRATES 43D ANNIVERSARY

Baghdad AL-THAWRAH in Arabic 31 Mar 77 pp 1, 7

[Article: "Al-Ba'th Says Action Program for the Front Is Now Reality in our National Life"]

[Text] The leadership of the Arab socialist Ba'th Party affirmed that the action program for the front, a major objective for the national and progressive forces in our struggling country, had become a fact and reality in our national life and a developing feature that consolidates itself day after another.

The leadership of the Ba'th Party also emphasized that the achievement of our country, represented in the drawing and implementation of a sound program for the common national action, coupled with the great liberal, democratic and social achievements of the revolution, provided all the struggling forces in our homeland and the liberation movement in the third world with encouragement and inspiration.

The affirmation came in a speech made on behalf of the Ba'th Party by comrade Na'im Haddad, member of the Party's Regional Command, in a meeting held yesterday at the Teachers Union, in celebration of the 43d anniversary of the establishment of the Iraqi communist party.

The meeting was attended by comrade Dr Zayd Haydar, member of the Ba'th Party's National Command, comrade 'Izzat Ibrahim, member of the Revolution Command Council and member of the Ba'th Party's Regional Command, a number of other comrades, members of the Progressive Patriotic and Nationalist Front's Supreme Committee, representatives of professional and public organizations and a number of officials.

In his speech, comrade Na'im Haddah said: "In the name of the Arab Socialist Ba'th Party, it gives me pleasure to greet you and convey to you the warm wishes of your fellow comrades on the occasion of the 43d anniversary of the establishment of your party and our ally, the Iraqi communist party.

Our participation in your celebration on this occasion reflects the spirit and level of the cohesion in the struggle of the patriotic and progressive nationalist forces in our country, struggling under the leadership of the great 17th of July revolution, and within the framework of the Front which unites all the nationalist and progressive citizens of our struggling people.

This great program, i.e., the action program for the Front, which has been a major objective of all the nationalist and progressive forces in our struggling country, has become now a fact and a reality in our national life. Thanks to the great July revolution and its revolutionary program drawn by the Ba'th Party which has struggled with patience and persistence for its implementation."

Comrade Na'im Haddad continued to say: "The 17th of July revolution came under the leadership of the Ba'th Party in the aftermath of a long and glorious struggle, for liberation and progress, waged by our people, including the nationalist and progressive forces, for tens of years. In fact, the revolution was the impressive offspring of that long struggle. Despite the difficult circumstances that prevailed in Iraq and the Arab world during the time the revolution was born and despite the setbacks that plagued the national movement in the past and despite the many problems and contradictions within the ranks of the movement--despite all those impeding factors, the revolution has been able to force its way with success and to realize much of its revolutionary domestic program. All these achievements have been due to those high principles which have guided the revolution and its militant leadership and to the leadership's adherence to the drastic revolutionary program and to the keen interest it showed in uniting and mobilizing all the good potentialities in the country. As a result of this sound course, the Front was created on 17 July 1973 to continue work for the implementation of the revolutionary program which the revolution proclaimed and included into its basic documents: the political report issued by the Party's Eighth Regional Conference and the National Action Pact."

Continuing, the member of the Regional Command said: "The imperialist forces, the revisionists and the rightists in the Arab region, together with the defeatist and compromising elements, are promoting in the Arab region, with all possible means, ideas and attitudes of defeatism and compromise. They are also trying to disintegrate the high national spirit and national cohesion. These forces seek to spread the word that imperialism and reactionism are an inevitable fate and that it befits the nationalist and progressive forces to surrender and accept the status quo."

Stressing his point, he said "We reject these diversionist trends not only in words but also, we, in our country and from the experiences of our revolution, can present a living and realistic evidence of the triviality and falsehoods of such trends. We can prove that the advocates and promoters of such attitudes are not sons of this courageous nation and are not part of its struggling liberation movement."

He continued to say: "The difficult circumstances under which our nation lives, today, requires us to adhere to our firm ideological stand in order to defeat the surrendering and compromising policies and trends."

Comrade Na'im Haddad continued to say: "Those hostile forces which unjustly were considered as part of the Arab liberation movement, have unveiled their face and showed themselves to be a tool for carrying out the imperialist, Zionist and reactionary scheme in the region. As if they were not satisfied with what they did, they clashed, represented by the client regime which suppressed our people in Syria, to strike the Palestinian Resistance and the Lebanese nationalist movement with iron, fire, ferocity and arrogance, similar to the conduct of the most militant reactionaries and Zionists.

Now that this revisionist clique have gone a long way in carrying out their conspiracy against the Arab struggle and imposing their submissive policy on the masses, they are proceeding with steady steps to put into effect the defeatist settlement plans that usurp our national rights and impose on us the imperialist and Zionist domination and deny us the rewards of our glorious struggle and sacrifices.

Our long experience indicates, in a very clear way that leaves no room for any doubt or any other interpretation, that those client forces and the imperialist, Zionist and reactionary circles behind them could not have achieved what they did achieve, had they not resorted to falsehoods and distortion of facts, in addition to terrorism. On the other hand, our courageous stand, based on our principles, our nature as strugglers and the history of our sacrifices, is the strongest and most effective weapon in our confrontation with the imperialist, Zionist and reactionary plot aiming at the liquidation of the Palestinian cause, imposing the rule of reactionary terrorism in the region and creating situations that serve the interests of the American imperialism."

Mr Haddad continued to say: "Iraq has become the foundation of the Arab revolution and a center of radiation of the ideas of liberation and advancement to every part of the Arab homeland. This great historic achievement has been realized by the adherence of the Iraqi militants to their firm ideological stands and their commitments to the revolutionary policy and through their struggle and sacrifices. Now, the slogans have become a reality and the hopes have become a fact. Therefore, in the light of the lessons of our struggle in this country, we can affirm that the sound, national and nationalistic stands will eventually win; despite the difficulties, despite the plot and irrespective of the sacrifices required.

We call upon all the honest citizens of the Arab nation to stand firmly and courageously against the attempts to liquidate the Palestinian cause, against the plots and policies of the reactionaries and against the bricks of the client revisionist regimes, topped by the Syrian revisionist regime which is playing the most dangerous role in implementing the reactionary



imperialist plan in the region. With our firm stand and with the common action of the progressive forces in every Arab country and in all the countries together, we can confront the revisionists and the reactionary, Zionist and imperialist schemes. We will win."

Comrade 'Aziz Muhammad, first secretary of the Iraqi communist party spoke earlier and said: "We are celebrating the anniversary of the establishment of our party which coincides with the 30th anniversary of the Arab Ba'th Socialist Party with which we are bound by a strong alliance and common struggle. We hope to see the Ba'th Party achieve more successes in the service of the Iraqi people and the Arab nation."

He continued to say: "We are so happy to see this anniversary coincides with a number of national holidays. On the first of March our people won their battle against the world oil cartels. On the eleventh of March the first official document recognizing the national rights of our Kurdish people was issued. The past also demarcated the road to a democratic solution for the Kurdish problems. On the same day the self-rule law was issued. On the twenty first of March, we celebrate our national day--the New Year holiday--the holiday of spring, peace, renewal and charity."

Comrade Muhammad continued to say: "There is nothing strange in putting into good use our progressive march based on the national alliance among the revolutionary forces of our people against imperialism, Zionism, reactionaries and rightists. Such circles do not like to see Iraq continue its firm policy of opposing imperialism, Zionism, reactionism and their aggressive plans and schemes against our people and the Arab national liberation movement. They, also, do not like to see Iraq strengthening the relations of friendship and cooperation with the Soviet Union and the other socialist countries."

He continued to say: "The communist party has expressed its strong solidarity with the national regime and the Arab Ba'th Socialist Party, the ally of the communist party. It has, also, expressed its firm stand against the hostile and conspiratorial activities in whatever form they appeared and under whatever slogan they hid themselves, realizing that there were activities directed against our struggling people, as a whole, the toiling masses and their progressive gains."

Comrade Muhammad continued to say: "The Arab national liberation movement is now passing through difficult circumstances created by the augmentation of the reactionary, Zionist and imperialist attack and the retreat and defeatism of the Arab rightists who have created rightist and reactionary axes that are inflicting harm and impeding the Arabs national liberation movement and seeding dissent among the Arab national forces."

What has made matters worse in the region is the Syrian intervention in Lebanon. Our party denounced that intervention because it created a serious imbalance of forces to the interests of the reactionaries and

rightists in Lebanon and directed blows against the Lebanese national forces and the Palestinian Resistance Movement. The Syrian intervention, also, harmed the Arab national liberation movement, deepened the rift among its contingents and jeopardized the struggle of the Syrian people and its gains. The intervention, in addition to other factors, led to the deterioration of the situation in Syria, itself, and removed it, farther and farther from the course of the progressive and national forces resisting imperialism and Zionism.

But all the successes achieved by the imperialist and reactionary circles, in cooperation with the Arab rightists, are only transitory symptoms. The Arab national liberation movement, with its gigantic potentialities, will, undoubtedly, continue to direct its hard blows against the Zionist and imperialist schemes.

We look forward with confidence to the role that Iraq's people and government can assume in this respect. This role will be based on its firm policy of hostility to imperialism and Zionism."

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## FACTS ON CEMENT INDUSTRY REVIEWED

Baghdad AL-THAWRAH in Arabic 31 Mar 77 p 4

[Article by 'Abbas Mahdi Salih: "How To Overcome Cement Shortage... Figures and Indicators"]

[Text] As one of the oldest, most developed and most effective industries on our national economy, the cement industry in Iraq enjoys a prominent place and good reputation in domestic and foreign markets. The cement the industry produces is well known for its high quality and the accuracy of its specifications. It has played a great role in serving the Iraqi economy and the building and construction movement. Credit should be given to the Iraqi technicians and workers who worked with determination and persistence to achieve the required level of good performance and accuracy.

Cement, in its present form and specifications, is considered a scientific break-through which has drastically changed the building and construction patterns and opened wide horizons for the spread of development and construction. However the cement ingredients and their use go back to thousands of years, to the rise of the ancient civilizations in the valley of Euphrates and Tigris and the great movement of building and construction that prospered there.

The socialist and nationalist 17th of July revolution introduced drastic changes in the economic, social and industrial sectors and focused, in particular, on those development projects that give great and rapid results. The cement industry was given priority. The revolutionary regime considered it essential to plan and develop the cement industry promptly since cement was one of the most important building materials. The availability or shortage of such a material would affect, positively or negatively, the process of the urbane and economic development of the country.

The idea of establishing the first cement company in the country was born in 1936. But because of the second world war and the circumstances it created, the idea could not be translated into action until the end of

that war. The Iraqi Cement Company was formed and its cement plant began production about the middle of October 1949. The plant's production capacity was 80,000 tons (annually). In 1955, the Iraqi Cement Company, to meet the increasing demand on cement, established four additional cement plants and a factory for manufacturing paper sacks. These were the cement factory in Baghdad with a maximum capacity ranging between 380-400,000 tons producing five kinds of cement (regular, anti-salt, moderate, low temperature and quickly hardening), the cement plant at Saddah al-Hindiyah with a production capacity of 200,000 tons, the cement plant at al-Samawah with a production capacity of 220,000 tons, the grinding mill at Umm Qasr with a production capacity of 650,000 tons annually and the paper sacks factory with a production capacity of 20 million sacks annually.

Mosul Cement Company established two factories: the Badush cement plant with a production capacity of 200,000 tons. This complex included a sack factory with a production capacity of 10 million sacks annually. The second factory was a dry block factory with a production capacity of 8,000 blocks (20 x 20 x 40 cm) per day and a new production line with a production capacity of 12,000 blocks.

The Sarjgnar Cement Company in al-Sulaymaniyah was established in 1956. It started production in 1958 with a production capacity of 120,000 tons annually. In 1973, its production lines were expanded and its production capacity was increased to 240,000 tons annually.

In accordance with the field studies carried out by the specialized agencies, in the light of the new concepts of the revolutionary regime and with aid of the growing financial resources of the state, following the nationalization of the oil companies and their liberation from the control of the cartels, it has been decided to substantially increase the country's production of cement by establishing new cement factories in various parts of the country and by enlarging the existing cement plants in order to meet the country's increasing need for cement.

The specialized agencies estimated that the country's production of cement next year will reach 7 million tons annually to meet the domestic needs for carrying out the development projects until 1980.

To realize this estimate, seven new projects connected with cement production will be carried out this year and next year at a total cost of 162 million dinars. The new projects will create jobs for two thousand workers, technicians and administrative personnel. The new projects include al-Kufah cement project, the Southern cement project, Hammam al-'Alil cement project, Badush cement project, Badush cement expansion project, the white cement project in al-Fallujah and al-Fallujah cement No 1 project.

By the midst of this year, Hammam al-'Alil cement plant will start production. The 17 million dinars plant will have a production capacity of half a million tons annually. At the same period the cement plant in

Badush will start production with a capacity of half a million tons. It will cost 16,800,000 dinars. Next month, al-Fallujah cement No 1 expansion project will be completed at a cost of 7 million and 600,000 dinars. Its production capacity will be 400,000 tons.

Next year, four cement projects will be inaugurated: al-Samawah cement project with a production capacity of half a million tons and at a cost of 18 million dinars; the white cement project at a cost of 12 million dinars; Badush cement project at a cost of 16 million dinars and with a production capacity of half a million tons and the cement project No 2 in al-Kufah with a production capacity of two million tons annually and at a cost of 75 million dinars.

There is a great demand for cement because of the large-scale building and construction operations in the country. To meet such a demand, the managements of the cement plants are operating their plants at maximum capacities, at three shifts basis and against the rules of maintenance. And yet, the demand is so high that Iraq had to import 650,000 tons at a cost of 12 million dinars to offset the shortage of cement.

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## BRIEFS

INDUSTRIAL SECTOR FINANCING--AL-THAWRAH reporter has been informed that the advisory staff of the Planning Council has approved the self-financing investment program for the industrial sector for the current year. Appropriations for the program amount to 310 million dinars. For the first time, the program provides for guidelines and controls to be used by the implementing ministries in preparing their respective plans scientifically. The self-financing program includes investments earmarked for the National Petroleum Company, the industrial production organizations and the oil products organizations which carry out works, projects and expansions financed by their own resources and profits. It is worthwhile to mention that the centrally-financed industrial program, costing 966 million dinars, was issued last January. [Text] [Baghdad AL-THAWRAH in Arabic 18 Mar 77 p 5] 6800

VISCOUNT AIRCRAFT--At a ceremony held yesterday evening at Baghdad International Airport, an Iraqi Airlines four-engine Viscount aircraft was presented as a gift from Iraq to the brotherly country of Mauritania. The ceremony was attended by Messrs 'Abd-al-Karim al-Nada president of the Civil Aviation General Organization, Tahir Ahmad al-Yasin director general of the Iraqi Airlines, Rashid 'Abd-al-Jabar Shahin director general of Baghdad International Airport, a representative of the Iraqi Ministry of Foreign Affairs and the Mauritanian ambassador in Baghdad. In a speech, the Mauritanian ambassador thanked the political leadership of the Ba'th Party and the Revolution in Iraq for the gift. He said "the gift represents one of the features of the aid and assistance given by the 17th July Revolution to all the other Arab countries." He also cited the Iraqi assistance to Mauritania in all fields. The director general of the Iraqi Airlines Tahir Ahmad al-Yasin announced that two Iraqi pilots would fly the aircraft to Mauritania next month and that Mauritanian technicians were being trained in Baghdad on this type of aircraft. He also announced that a second Viscount is being prepared to be presented to the brotherly country of Mauritania. [Text] [Baghdad AL-THAWRAH in Arabic 18 Mar 77 p 5] 6800

INDUSTRIAL ACHIEVEMENTS--As part of the country's celebration of the birth of the Arab Socialist Ba'th Party, electric power will for the first time reach 42 villages in various governorates of the country. The newly electrified villages are located in the following governorates: Baghdad, Salah-al-Din, al-Anbar, Basrah, Maysan, Dhi Qar, al-Ta'mim, al-Sulaymaniyah, Irbil, Dahuk and Nineveh. Meanwhile, the minister of industry and minerals will inaugurate the school stationery project. The new stationary factory will be made up of five production lines, three of which will be for the production of note-books, with a capacity of 100 million note-books annually. Total costs of the project amount to 6 million and 250,000 dinars. The minister will also lay the corner-stone for Petrochemical Complex No 1 in Basrah governorate. The plant will have an annual production capacity of 130,000 tons of ethylene, as a raw material, which will be processed into 150,000 tons of plastic materials annually. Also being opened are the concrete block factory in Wasit, a new production line for the State Carbonated Beverages Company, a project to expand the al-Sulaymamiyah cigarette factory, 607 housing units for workers in this factory, 100 housing units for those connected with the Irbil cigarette factory, the Mulla 'Abdallah gas-fueled electric power station, the secondary electric power transformer station at al-Masbah and the gravel projects in Nineveh and al-Aubar. [Text] [Baghdad AL-THAWRAH 31 Mar 77 p 4] 6800

CSO: 4802

LIBYA

## DEATH OF RAILROAD IN OLD REGIME AND REBIRTH IN THE NEW

### Disappearance of the Old Railroad

Tripoli AL-FAJR AL-JADID in Arabic 24 Jan 77 p 3

[Text] The roads and railway authority is trying to find out where the files on the old railway went and what happened to its property in land and rights of way. Obscurity surrounds the death of the railroad in the old regime and it has not yet been officially determined whether it was a natural death or whether it was murdered.

Why were more than 50 steam and diesel locomotives and hundreds of kilometers of track sold as scrap and shipped abroad with only one locomotive left for history? Who benefitted from the deal and what role did British colonialism have in it?

AL-FAJR AL-JADID has done extensive research in an attempt to answer these baffling questions. The body was buried without anyone shedding a tear over it or printing an elegy in the papers. Its children were homeless and its official papers disappeared. Everything took place in suspicious silence.

The research started in the office of 'Abdullah Fahmi, director of the office of the minister of communications, bringing with me a number of questions on the ambiguous tragic fate.

He listened to me carefully and then said: We have no file on the railroad but I know some of the old employees of the railroad. Perhaps you will find what you are looking for there. I'll ask them to help you.

The Secret!

The first one I met was Mas'ud al-Kilani. He now works as a comptroller in the ministry of communications. He began his life on the railroad as a conductor and then worked on its accounts, spending a long time on it. He began his story thus, and then went on to say: The whole railroad was busy and active, it used to serve the farmers and the city people and



it had more than 500 workers and staff. When it was broken up, it was distributed over various authorities.

I asked: "Where did the railroad's assets, the locomotives and track, go?"

They were sold as scrap and there is nothing left.

A whole utility sold as scrap! I could not believe that, that a whole utility could disappear.

The logical thing would be for it to be renovated or changed. However, all signs confirm this tragedy. However, Mas'ud al-Kilani did not mention the date on which it happened.

I asked him: "Was it a natural death?"

He replied: No. The death deal was consumated in favor of the bus company which was owned by Ibn 'Uthman and which was later called the al-Nasr Company and then was nationalized by the revolution. It was a great mistake.

The train which the state owned was killed as a necessity for the life of the bus which was owned by private individuals.

The Director of the Station Talks:

One witness was not enough to prove the charge that the death was not natural.

Doxiades and Co., a Greek consulting firm, was hired by the royal Libyan government to study transport conditions in the late kingdom in 1965. The study says: Perhaps the passenger traffic on the railways would have kept up or even improved had the railways been reorganized to transport just passengers on sound, modern bases.

The patient could have been saved, not killed, if only to carry just passengers.

This is confirmed by another witness, an important one, especially as he used to work as director of the main passenger terminal in Tripoli. His name is al-Haj Muhammad al-Janzuri and he now works in the government printing press warehouses. Al-Haj Muhammad al-Janzuri's memories evoke the happiest days of his life while he is talking about the railroads. He said: My father used to work on the railroad and he handed down his vocation to me. I worked on it from 1938 and even though I am old, I would be happy to return to it, I or one of my sons. The memories go on: There were about 50 coal-burning locomotives as well as diesel locomotives and a (tarzinah) car imported in 1939. The utility employed about 1,500 people serving broad sectors of the public, the farmers and residents of the cities. Fares were cheap since a ticket from Tripoli to Janzur cost

about 30 milliemes and the passenger fare from Tripoli to al-Zawiyah was 7 piastres. The utility provided extensive services in moving goods [two words not understood], transporting to the port, moving coal from the port to the al-Nur Co., moving salt from al-Malahah, in 'Uqba Ibn Nafi' Base, and moving government goods only.

Why then was it liquidated?

It was a great mistake and an unforgiveable crime.

Was the Railroad Making Money or Losing?

Maybe it was not making money?

That's not correct, as far as I know. At times revenues amounted to 1,000 dinars a day at the main station and were never less than 400 dinars.

With regard to freight, the farmers were very interested in shipping their goods and cattle by railroad because of the low freight costs. Moreover, the railroad is a service utility and is subsidized by countries throughout the world.

However, the Greek consulting firm that studied the utility in 1965 thought otherwise: Transporting goods was very slow and exorbitantly expensive and this made traffic constantly decline and turn to land transport which gradually provided stiffer and stiffer competition.

The firm's report on the railroad was late, after its condition had reached its worst, and did not go deeply into the historical and real reasons for this decline. Its report on the railways was more descriptive than analytical and, besides, it could not irritate the royal government as it was the quarter which had hired its consulting services.

However, Sa'id al-'Azabi, director general of the public transport organization, who used to be responsible for administrative and fiscal duties on the railways, holds the same view. He describes the lack of modernization of the railroad and the competition of trucks, particularly in hauling goods from door to door as having hastened the death of the railroad.

But it was reported that getting rid of the railroad was to the advantage of the private bus company.

Perhaps.

File 899

Any in-depth study requires research into old papers, into the utility's files; it is not enough to cite eye witness reports, however important. Where were the old railroad's files and papers.

When I asked when the railroad stopped and to whom it was sold, I found no precise answer until I found the Greek study with Sa'id al-'Azabi.

The railroad began operation in 1913, 1 May 1913 to be exact, and the first line to operate was the Tripoli-al-'Aziziyah line.

The Tripoli railway lines stopped operation in February 1962 as the result of a decision by the provisional committee which the Ministry of Finance had formed.

The freight line stopped in 1975.

I learned this from the report, not from the official papers of the railroad which had been neglected and moved from place to place until ending up, according to one story, in the airport warehouses. Another story says that they are located in the dead archives which the director of the roads and railway authority is trying to revive.

The one file which I found involves the right of way property of the railroad and it was located in the real estate register under No 899-Disposal. 'Abd-al-Qadir al-Jibani, director general of the roads and railway authority, was looking for this file and it was pointed out to me by 'Umar 'Abd-al-'Aziz, assistant secretary of the real estate register, who keeps figures on all land in his head.

#### The Deal

File 899/Disposal in the real estate register authority was not the only official paper which I stumbled on to, since I found some documents on the deal to sell the railway track with merchant al-Haj 'Ali Jum'ah Shuhub. It was a page from the newspaper, TARABLUS AL-GHARB, announcing the bidding on 18 November 1965 and a letter giving the bid to al-Haj 'Ali Jum'ah Shuhub from the directorate of communications.

I met with the person who got the big deal for 193 kilometers of railway track and ties for a price of 75,000 dinars. The meeting was austere and quite short. Shuhub spoke as a businessman in gold and trains. He offered me the dossier to read quite quickly and refused to comment or add anything, declining with a steely smile. The customer was not welcome. Businessmen usually prefer to discuss future deals while deals of the past are better forgotten. I did not learn from him who bought the five trains and railway cars but I later learned that Jewish merchants were behind the big deals and were middlemen in these deals.

#### The British... and the Crime

Even if, according to the official documents, the deal was completed in the time of the executive council, under the chairmanship of 'Ali al-Dib, the lawyer, history says that it was the British who first considered getting

rid of the railroad after it had served its military purposes. The first one to bring up the idea of liquidating it was Gen Blakeley.

Prof 'Ali al-Faqih Hasan, the grandson of the famous Libyan historian and member of the Arab Linguistic Academy in Egypt and Syria, confirms that the sale of the railroad was raised in 1949 and 1950 in the district council. Some of the members opposed the idea and others supported it because there were vehicles to transport passengers.

However, why were the British against the railroad in Libya from an early date?

So that Libya would remain stranded and isolated between the Arab Maghreb and the Arab east. Its survival, after its military purposes had been achieved, would strengthen bonds among the peoples of the area and the Arab forces. The railroad died, in fact of neglect, to serve the private transport sector and as part of a colonialist plan. The press did not print one word of mourning over it and, in fact, was a party to the conspiracy of silence.

However, in 1982, a new railroad will be born within the arms of the people because the 1 September revolution learned how necessary it is for the nation and the homeland.

#### The Return of the Railroad

Tripoli AL-FAJR AL-JADID in Arabic 15 Jan 77 p 3

[Text] The matter is no longer a dream or merely a line in the 5-year plan portfolio. It has moved far beyond these stages toward implementation and study.

The final report on the project is now being prepared by the Hungarian consulting firm Czecho following approval of the firm's preliminary report by the joint Tunisian-Libyan committee. The final study of the project will be submitted on 31 December 1977 in accordance with the contract, and in 1978 it will be put to international bidding with construction to follow.

The Minister Says:

"This is the latest news on the giant project." The Minister of Communications, Eng Nuri al-Fayturi Madani, told me this, adding that it was the result of lengthy efforts which started, for all practical purposes in 1976, a joint effort involving Arab, Libyan and Tunisian expertise and the expertise of friends in Hungary. It is now embodied in detailed blueprints and highly precise studies and improvement on the part of senior engineers who specialize in railroad construction.

I told the Minister: "This is a great achievement..." but he interrupted me, smilingly, to say that it, in fact, is a part of a bigger job and is merely project "number 1" among five other projects involving railways which will successively be studied and carried out. Although this work and the expertise involved is new for our society, we are proceeding with soundly based plans to accomplish it. The plan contained an appropriation of 61 million dinars to spend on this project and this year 7 million dinars were appropriated.

As Minister Eng Nuri al-Fayturi al-Madani says, it is to strengthen the close ties of the Arab countries and to link the countries of North Africa, over and above economic and cultural factors and the service it will offer to production sites inside Libya, in the sister region, Tunisia, and in North Africa.

#### 500 Kilometers

He offered me maps, reports and blueprints and I met with officials in the roads and railway authority and with the young Arab engineers who are working enthusiastically and dreaming of the day they will see these blueprints and drawings come alive on this line which will run 500 kilometers between Tripoli and Saqafis [Sfax] in Tunisia like a lifeline all along this vast territory. With them I lived all the details of this giant trans-continental project and life began to flow in all its limbs and the whistle of the train sounded in my ears.

After 2 hours of reading the reports and looking at the detailed blueprints, I said jokingly to 'Abd-al-Qadir al-Jibani, director general of the roads and railway authority: "All I need now is a ticket."

That isn't far off. The project is supposed to be opened to international bidding at the end of 1977 after the joint committee approves it. On our part (the Libyan side), we are working to prepare the necessary technical for the project which total 1,000, whether local ones [apparent omission] and we are assigning nine graduate students to study railway projects and are sending them on missions abroad.

Eng Fadil Qasim Tantush, director of the technical section in the authority, interjected a comment: "According to our best estimate and in the worst possible case, the train should run on the Tripoli-Safaqis line in 1982. If you are with us, God willing, you can be a customer of the authority. We hope so. Everything is now almost clear and ready for this project."

#### Two Million Passengers

A study was made on the economic value of the project by a Tunisian consulting firm. According to 'Abd-al-Qadir al-Jibani: "This study, essential for any project, on the anticipated passenger traffic on the line showed that it would amount to 600,000 passengers between the two

countries in 1981, rising to 1,600,000 international passengers in 1990. With regard to the ordinary traveller inside the republic only, the study shows that there will be a total of 140,000 roundtrip passengers in 1981, rising to 330,000 in 1990."

#### Thousands of Tons of Freight

The matter is not restricted to passengers, adds the director general of the roads and railway authority, since the railroad will stretch out to serve various industrial and agricultural production areas and the producer, whatever his type, will prefer to ship his goods and products by train.

This study estimated that in 1981, 217,000 tons will be shipped annually from Libya, and in 1990 the figure will rise to 511,000 tons, noting that this does not take into consideration anticipated increases in freight traffic resulting from implementation of the state's plan for industrial and agricultural development, i.e., aluminum and petrochemical plants, which was not available to the study. Freight traffic from Tunisia to Libya will total 145,000 tons in 1981, rising to 262,500 tons a year in 1990. This is in addition to the goods which are shipped within our country's borders from one area to another, such as the shipment of agricultural or industrial products from production areas to consumer areas.

#### Tying-in the Port of Tripoli

One of the basic objectives of the railroad project is for it to serve production areas and distribution centers, such as the port of Tripoli. Therefore, as Fukri 'Azuz, the Libyan Arab engineer who supervises the project, explained, care has been taken to link the main line and production and distribution areas with secondary lines.

However, a problem emerges, a problem which cities, particularly in developing countries suffer from, that is, the fragmentation of the cities' lifelines in the areas from which the course of the railway passes.

We have taken note of this in the project, according to Eng Fadil Qasim Tantush, who emphasized that in cases where the railway line intersects with roads, the lifelines of the cities will not be fragmented; rather high bridges will cross the road to carry the trains and we will make sure to make traffic easy in the city's streets, particularly along the Tripoli coastline.

The problem also arises when one thinks about building the main station where the lines will come together.

He said that this was true, particularly in the case of old stations around which the city grew and the station became an obstacle to its

development and its traffic. The study drew attention to this. The main passenger terminal will be on the first airport street, toward the right, and planned in a way which does not interfere with vehicles.

#### A Very Modern Station

He gave me a "picture album" of the new train station. Its meets international engineering specifications and is provided with everything contained in modern passenger terminals throughout the world. It was submitted by experts in Hungary after they held a contest involving the most famous station designers, four designs having been chosen from many for final selection by officials in our country. The station contains three platforms and will be constructed in an area of at least 30 hectares. It will have three stories.

It will be divided into a terminal for "intra-republic passengers" and a terminal for international passengers on the pattern of a local and an international airport. The train tracks in the station will be elevated above the vehicle roads. The main building will contain a hotel, telephone, postal and telegraph services, restaurants for hot and cold foods, a grill, and waiting rooms. The staff wing will be supplied with baths and bedrooms for railway workers and training centers to create a new generation of engineers, specialists, workers and technicians.

#### Remote Guarantees of Safety

One important feature of the station is the fact that it will be equipped with central control gear.

Eng Fadil Qasim Tantush explains the idea of central control: Besides signals along the track, in the event an engineer does not see a signal and violates it, central control ensures that the train can be stopped automatically with no need for the engineer himself to intervene. The same is true for entering the stations; when an engineer makes a mistake as to the proper entry, central control will automatically guide the train to the proper one.

#### Services on the Road

This is not the only feature for making the passenger's trip pleasant and relaxing. There will be postal and telephone services at the ten stations at which the train will stop before Safaquis. Construction of other lines for telephone, telegraph, telex and radio will keep pace with construction of the railroad line so that the passenger can carry on his business at the main stations while the train is waiting for him.

### A Speed of 160 K.P.H.

The passenger may not need these services because he will reach his destination quickly. In accordance with the requirement of the Libyan and Tunisian committee, the project is designed for speeds of 160 k.p.h. (passenger trains). Freight trains will reach a speed of only 100 k.p.h. Each passenger will be able to take his car with him on the train while he is enjoying music or nature or reading a paper. The trip will not take more than 6 hours, covering 500 kilometers and crossing the border while doing so, though the passenger will not sense that he has crossed the border--as international practice goes--until representatives of passports, security and health of each country arrive for the usual procedures. The train will not stop for such procedures. It is hoped that agreement on this will be reached with officials in Libya and Tunisia when work gets underway.

### A Word on Strategy

The first thing the Italian colonialist did when he stepped foot in our country was to construct the railway network, benefitting from the lessons of the Libyan popular war of liberation, the extended battle areas, limited roads and the strikes of the rebels having fragmented the occupation army. He was only able to move his troops from place to place slowly and it was a lesson which he absorbed well.

### Arab Unity Will Ride the Train

The revolution of 1 September has comprehended this, in order to link the far-flung parts of the homeland in the Sahara sea, to strengthen Arab bonds, to accomplish the strategy of the Arab homeland with regard to unity and to bolster various production centers. The Minister, Eng Nuri al-Fayturi Madani, said that there are four other railway projects which will link Benghazi with sister Egypt, another line will run from Misuratah to Barak (800 kilometers) to serve production centers and a third line will run from Tripoli to Misuratah (210 kilometers). The Tripoli-Safaqis line has been the beginning.

I will not leave those persons who are working silently on this grant project, engineers from the authority like Tantush and Fikri 'Azuz, and university professors who have put in work, including Dr Mustafa al-Tawil, Eng 'Abd-al-'Aziz al-Shibani, Dr Talha from al-Fatih University, and 'Abd al-Qadir al-Jibani, the director general.

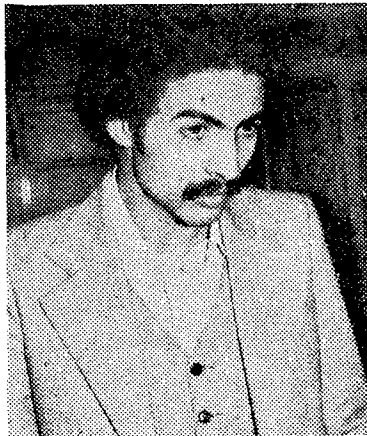
I shall leave them so that I, as an Arab, may dream of a railway line linking northern and southern Africa and its heart. Let us be no less aware of the responsibilities of tomorrow than our enemies.





الاخ المهندس نوري الفيتوري

Eng Nuri al-Fayturi al-Madani



Eng Fikri 'Azuz  
Project Supervisor



'Abd-al-Qadir al-Jibani  
Director General

8389  
CSO: 4802

PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN

ECONOMIC PROTOCOL WITH USSR SIGNED

Aden 14 OCTOBER in Arabic 2 Mar 77 pp 1, 8

[Article: "Economic and Technical Cooperation Protocol and Implementation Contracts Signed by Aden and Moscow"]

[Text] Yesterday afternoon, the People's Democratic Republic of Yemen and the Soviet Union signed an economic and technical cooperation protocol and a number of implementation contracts for the execution of a number of development projects in the fields of agriculture, fisheries, oil and minerals exploration, electricity and building and construction.

Mr Haydar Abu-Bakr al-'Atlas, member of the Central Committee and minister of communications, signed the documents for the People's Democratic Republic of Yemen. Comrade Mordvinov, deputy chairman of the State Committee for Foreign Economic Relations, signed for the Soviet Union.

The signing ceremony was also attended by Mr Yasin Nasir, acting deputy minister of planning, Comrade Vladimir Kaboshkin, the Soviet ambassador in Aden, and the economic counselor of the Soviet embassy.

During the ceremony, Mr al-'Attas made a speech in which he thanked the Soviet friends for their fair and unconditional assistance to the PDRY and their contribution to the building up of a strong economy.

He stressed the fact that the two countries were seeking to develop and enhance their cooperation in various fields for the realization of their joint objectives.

Mr al-'Attas added: "The talks we have held during the past few days have been characterized by complete frankness and produced good results. They give decisive evidence of the firm and strong friendship between the peoples, the governments and the parties of the two countries."

Comrade Murad Vinov replied: "The discussions we held contributed greatly to the development of relations between our two countries. This cooperation is an expression of the frank and open political cooperation between our two peoples and two parties. It also provides us with a strong and excellent foundation to continue our rewarding cooperative work."

Comrade Vinov expressed his pleasure to see the great achievements of South Yemen in building up a strong national economy.

Meanwhile, the Yemmi and the Soviet chambers of commerce and industry signed a one-year trade cooperation agreement at a ceremony held yesterday evening at the chamber of commerce and industry building.

Mr 'Abd-al-Rahim 'Abd-al-Sadiq, director of foreign trade at the Ministry of Trade and Supply, signed for South Yemen. Comrade Pitovranov, deputy president of the Soviet chamber of commerce and industry signed for the Soviet Union.

In the speeches exchanged during the signing ceremony, the speakers hailed the developing cooperative relations between the People's Democratic Republic of Yemen and the Soviet Union.

6800

CSO: 4802

PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN

BRIEFS

NEW FLOATING DOCK--During the second half of May, a floating dock ordered by the National Ship Docks Company and built in Japan, will arrive in Aden. The 4500-ton dock is the first of its kind in the Red Sea region. It is one of the most important projects of the Ministry of Communications' development projects for the fourth year of the Five-Year Development Plan. Mr Ahmad Salih 'Abduh, under secretary of communications said that the National Ship Docks Company had sent a number of Yemeni technical supervisors to Japan to be trained in operating the floating dock under the name "Yemen Dock." The dock will provide the ships with the best maintenance services and will help in expanding the Aden port's modern facilities for ship maintenance and repair. Mr Ahmad Salih 'Abduh, accompanied by Husayn ibn Samit, director general of the National Ship Docks Company arrived yesterday in Aden from a visit to Japan where they inspected the last stage of the building of the new dock. [Text] [Aden 14 OCTOBER in Arabic 6 May 77 p 2] 6800

CSO: 4802

## SAUDI ARABIA

### INDUSTRY'S SHARE IN DEVELOPMENT PLAN OUTLINED

Riyadh TIJARAT AL-RIYADH in Arabic Oct 76 pp 14-18

[Article: "Industries Mentioned in the Development Plan"]

[Text] In order to make the benefits more widely available TIJARAT AL-RIYADH magazine is pleased to print in installments the most important [items] that were mentioned in the kingdom's second development plan regarding development of the different economic sectors. Everybody is invited to cooperate in implementing this plan and achieving its goals.

#### Industry

First: Industry Depending on Hydrocarbons: the General Organizations for Petroleum and Minerals (PETROMIN)

#### 1. Public Development Program

A large program is to be implemented to expand utilization of oil and gas as primary materials and fuel, as is mentioned in Table 4:18. This will be done after final feasibility studies for the projects are prepared. A crude oil and liquid gas pipeline to the western district will be constructed in order to build a refinery for oil [earmarked for] export and a complex for petrochemicals on the Red Sea coast.

The schedule for drawing up project designs and implementing them during the second Development Plan will be determined after more studies are carried out.

Flexibility in the implementation schedules of projects determined in this program is to be provided for the purpose of coordinating the start of operations with the time periods required to implement the basic preparations, to provide and store other resources and [to take into account] the changes in world market circumstances that affect selected industries.

## 2. Refining Petroleum

Production capacity of al-Riyadh refinery was increased to 30,000 barrels a day in 1395 Hegira. Engineering studies for building a new refinery with a capacity of 80,000 barrels a day are to begin. The refinery is to be implemented in 1399 Hegira.

Production capacity of Jiddah refinery was increased to 60,000 barrels per day in 1395 Hegira. Engineering studies to build a second refinery with a capacity of 80,000 barrels a day are to be begun in 1399 Hegira.

Current planning studies whose purpose is to increase the capacity of refineries for local consumption between 1400 and 1405 Hegira are to be continued. Construction programs are to be implemented during the last years of the second development plan, and the possibility of building refineries in al-Qasim, Yanbu' and Jizan is to be studied.

Three principal refineries for [oil earmarked for] export are to be built after final feasibility studies for them are completed. Each refinery is to have a capacity of 250,000 barrels a day provided that two refineries are built in the eastern district and one in the western district.

The lubricating oils blending plant in Jiddah (Petrolube) is to be expanded so that it will have a capacity of 850 barrels a day in 1398 Hegira. This is compared with the present capacity of 200 barrels a day. A plant for blending lubricating oils is to be built in Riyadh.

Plans for building a refinery for lubricating oils in Jiddah were completed in 1395 Hegira. Implementation is to be completed in 1400 Hegira with a production capacity of 3,000 barrels a day.

The capacity of existing and new refineries to produce asphalt is to be increased between 1395 and 1400 to 23,000 barrels a day by the year 1400 Hegira.

## 3. Collecting and Processing Gas

Large facilities for collecting and processing gas in the eastern district are to be built. This is considered a basic first step in the public development plan for industries that depend on hydrocarbons. These facilities are to guarantee providing 1.6 billion cubic feet of gas a day for industrial uses.

All ongoing feasibility studies related to the production and marketing of gas and direct gas derivatives are to be completed during the next 2 years.

## 4. Petrochemical Products

Four complexes for producing petrochemicals are to be built. Three of them are to be in the eastern district, and the fourth is to be in the western

district. Operations in the first complex in the eastern district are to begin by the end of fiscal year 1399-1400 Hegira. Construction of the other three complexes is to be completed early in the following development plan.

## 5. Fertilizers

Construction and operation of two fertilizer plants in the eastern district are [to be completed] by the end of the second development plan. Production capacity of the two plants is to amount to 220,000 tons of ammonia and 800,000 tons of uric acid.

Improving operations efficiency at the Safco plant in the eastern district is to continue.

## 6. Iron, Steel and Aluminum Plants

Plans for building and operating an iron and steel complex with a capacity of 3.5 million tons [a year] are to be implemented. The complex is to be built in al-Jubayl in the eastern district in order to produce steel balls, basic forms, bars and pipes.

Implementation of plans to build and operate an aluminum plant in the eastern district is to begin in 1396 Hegira.

Production of the Iron and Steel plant in Jiddah is to be increased so that the plant is operated at full capacity on the basis of three shifts a day to produce 45,000 tons of iron bars during the first year of the plan (in 1395 Hegira). Feasibility studies have been completed for enlarging this plant so it can produce between 90,000 and 120,000 tons a year in 1396 Hegira.

Feasibility studies are to be completed for building an iron and steel plant to produce iron bars in the western district.

## 7. Other Industries Relying on Hydrocarbons

Plans for building two plants to produce sulfuric acid are to be implemented during the second development plan. One of them is to be built in the eastern district and the second is to be built in the western district.

The construction program for petroleum products storage tanks in al-Qasim is to be pursued in 1395 Hegira. Feasibility studies for building similar storage tanks in Jizan, Badanah, al-Sulayyil, Daba, and Yanbu' are to be carried out.

## Second: Other Transformation Industries

Implementation permits for private sector investors have been issued for most projects that are mentioned below. But there are other principal

projects that are being studied by the Center for Research and Industrial Development. These will be submitted to investors when [the studies] are completed. The Industrial Development Organization will participate in the implementation of some of these projects.

#### 1. Manufacturing Agricultural Products and Food

Three silo complexes, flour mills and feed plants are to be built. Work on the al-Riyadh complex is to begin in 1396-1397 Hegira; work on the two complexes at Jiddah and al-Dammam is to begin in 1397-1398 Hegira (Table 4:20 clarified determined annual production goals). Training programs in the three complexes will be organized throughout the duration of the development plan.

Food projects mentioned in Table 4:21 are to be implemented in order to expand the manufacture of food and produce the needs for supplying agriculture.

A principal study of local investment opportunities in agricultural industries and the manufacture of foods is to be completed in the third year of the plan--1397 Hegira.

#### 2. Building Materials and Products

The production capacity of the cement industry is to be increased from 4,400 tons to 31,400 tons a day by the end of the second development plan in 1399-1400 Hegira. This [increase] will meet local needs and export [requirements] as is mentioned in Table 4:22.

Production of pipes and other construction materials and products is to be expanded in accordance with what is mentioned in Table 4:23.

Asphalt production is to be increased in accordance with what is mentioned above under the heading, "Industries Depending on Hydrocarbons."

A principal study of investment opportunities in the building and construction sector is to be completed in the second year of the plan--1396 Hegira.

#### 3. Household and Commercial Products

Plans for a car assembly project and for the production of spare parts and supplies for production are to be completed and implemented as indicated in Table 4:24.

Project plans to produce other equipment and supplies indicated in the aforementioned table are to be completed and implemented.

#### 4. Consumer Products and What Is Connected to Them



Transformation industries projects that have been approved, regarding a diverse group of consumer goods indicated in Table 4:25, are to be implemented.

A principal study of investment opportunities in industries connected to educational and health programs in the kingdom is being prepared in the second year of the plan--1396 Hegira.

A feasibility study to design and build a demonstration workshop for handicrafts in rural areas is to be prepared in the second year of the plan, 1396 Hegira. The handicrafts would be sold in world markets.

Table 4:18

Principal Development Programs for Industries Depending on Hydro-Carbon Materials 1395 - 1405 Hegira

Programs and Projects	Investments in Million Riyals	Capacity	Maximum Number of Workers
Eastern Region			
Collecting and Processing Gas	16,000	1.6 million cubic feet daily	2,300
Petrochemical complexes (4; implementation of 3 will begin in 1395-1400 Hegira)	9,000	quantity equivalent to 2 million tons of (ethylene) per year	6,800
Two refineries--production earmarked for export	4,600	500,000 barrels daily	1,700
Refinery for lubricating oils	2,040	107,000 barrels daily	550
Fertilizer plants (4; implemen- tation of 2 of them to begin between 1395 and 1400 Hegira)	1,400	2 million tons a year	2,000
Aluminum plant	1,300	210 tons a year	1,900
Iron and Steel plant	5,500	3.5 million tons a year	8,600
Subtotal	39,840		23,850
Projects Throughtout the Provinces			
Crude oil pipeline to western region	5,300	2.4 million barrels a day	
Liquid natural gas pipeline to western region	1,200	356,000 barrels a day	550
Refinery--production earmarked for export	2,100	250,000 barrels a day	850
Complex for petrochemical products	2,250	quantity equivalent to 500,000 tons of (ethylene) a year	1,700
Subtotal	10,850		3,100
TOTAL	50,690		26,950

Table 4:20

Silos, Flour Mills and Feed Plants Complexes in al-Riyadh,  
Jiddah and al-Dammam

	1396/97	1400/99
Total capacity of complexes		
Silos (metric tons)	40,000	210,000
Capacity of wheat unloading devices (ton/hour)		800
Capacity of flour mills (ton/24 hours)	270	1,350
Capacity of feed plants (ton/8 hours)	100	300
Annual production of principal products (from all complexes in thousands of metric tons)		
Wheat flour		
85 percent wheat	40.1	175.9
75 percent wheat	24.5	100.6
(Bar) flour	1.6	26.5
Wheat in bags	14.4	56.5
Grain shaped feed (for export)	11.4	37.2
Poultry feed	3.6	48.4
Concentrated feed	8.8	5.2

Table 4:21

## New Industrial Projects Depending on Agriculture and Food Industries

Region and Project	Annual Capacity	Cost Estimate in Thousands of Riyals
Western region		
Milk and dairy products	5,490 tons	8,000
Manufacturing rice	20,000 tons	13,000
Oils and soap plant	200,000 tons	45,000
Sugar refinery	100,000 tons	93,000
Bottling sanitary water	4.5 million bottles	7,000
Packaging dates	150 tons	70
Central region		
Milk and dairy products - 1	6,088 tons	10,000
Milk and dairy products - 2	4,680 tons	14,600
Poultry feed and Poultry (annual)	12,000 tons of feed and 3 million chickens	17,000
Poultry and cattle feed	4,800 tons	2,000
Milk and cow's milk - 1	345 tons	640
Milk and cow's milk - 2	3,000 tons	3,780
Halva and sesame tahina	300 tons	390
Glass bottle plant	3,000 tons	24,000
Tomato juice and sauce plant	3,000 tons of sauce and 600 tons of juice	6,000
Assembling agricultural pumps	300 pumps	590
Eastern region		
Leather tanning plant	1.5 million sq feet	1,680
Sugar refinery	100,000 tons	93,000
Phosphate fertilizers	500,000 tons	200,000
Northern region		
Soda water bottling plant	7 million bottles	4,600
Cardboard plant	2,400 tons	2,600
Leather curing plant	175,000-350,000 hides	1,300

Table 4:22

## Anticipated Expansion in Production Capacity of the Cement Industry

	1394/95 Hegira	1399/1400 Hegira
Existing plants		
Al-Hufuf	1,300	4,300
Riyadh	1,100	4,100
Jiddah	2,000	5,000
Subtotal	4,400	13,400
New plants		
Al-Jubayl District		3,000
Buraydah		3,000
Tabuk		3,000
Yanbu'		3,000
Al-Hufuf		3,000
Southwestern region		3,000
Subtotal		18,000
Total daily production capacity	4,400	31,400
Total annual production capacity	1,450,000	10,360,000

Table 4:23

## New Industrial Projects for Construction Materials and Products

Region and Project	Annual Capacity	Cost estimate in Thousands of Riyals
Western Region		
Aluminum windows and doors-1	1,500 doors	
	6,000 windows	3,000
Aluminum windows and doors-2	40 tons	370
Electrical wires and cables	6,000 tons	30,000
Central Region		
Paints-1	1,500 tons	1,000
Paints-2	3,000 tons	1,360
Emulsion for roads	60,000 tons	2,260
Cement blocks	21 million blocks	
	15 million bricks	3,890
Red brick	81,000 square meters	12,000
Prefabricated structures	800 units	10,300
Insulating materials	507,000 square meters	3,090
Utility poles	10,000 poles	1,000
Precast concrete	247,000 square meters	12,000
Decorative tiles and stones	200,000 square meters of gypsum	
	25,000 square meters of tiles	7,220
Insulation sheets	1.8 million sq meters	1,890
Insulated concrete walls/ceilings	133,750 sq meters	16,000
Metal doors	30,000 units	9,000
Eastern Region		
Aluminum doors and windows-1	3,900 sq meters	400
Aluminum doors and windows-2	50 tons	800
Inspection pipes and covers	2,400 tons	1,980
Wire fencing	14,000 rolls	420
Pipes and elbows	1,800 rolls	510
Oil pipelines	1,525 pipe units	1,790
Diagonally welded pipes	84,000 tons	77,000
Metal nets and fibers	6,000 tons	1,500
Blocks and bricks	10 million blocks	
	15 million bricks	15,000
Oil well fill dirt	85,000 tons	12,500
Nails	1,000 tons	3,000
Steel pipes	3,400 tons	9,950
Northern Region		
Iron pipes	470 tons	590

Table 4:24  
New Industrial Projects for Household and Commercial Products

Region/Project	Annual Production Capacity	Cost estimate in Thousands of Riyals
Western District		
Machine [woven] carpets	7,100 tons	12,000
Metal furniture	460 tons	4,000
Wooden furniture-1	3,000 sq meters	8,000
Wooden furniture-2	2,200 sq meters	6,000
Printed paper bags	600 tons	460
Sensitive and carbon paper	187 tons	30
Paper sheets cut from rolls	8,000 tons	1,000
Paper envelopes	227 tons	1,500
Paper bags	900 tons	950
Paper bags and envelopes	1,100 tons	1,750
Assembling metal car chassis	6,000 chassis	7,200
Truck chassis	1,000 tons	7,200
Assembling bicycles	3,600 bicycles	1,150
Cans and barrels for packing lubricating materials		12,290
Barrels plant	240,000 barrels	5,440
Tire casing	13,200 units	1,000
Tire plant	3 million units	60,000
Assembling trucks	4,040 units	140,800
Assembling dumper vehicles	400 units	9,000
Spring mattresses	30,000 units	1,150
Floor carpets	684,000 sq meters	12,000
Metal products (furniture and garbage cans)	350 tons	4,000
Iron safes	6,600 units	260
School papers and notebooks	17 million notebooks	5,070
Central Region		
Fiberglass products	200 living room sets	1,100
Truck chassis	220 tons suspended ceilings	1,200
Truck chassis	200 units	16,500
Ceramics plant	3,700 tons	460
Plumbing fixtures	1,200 tons	1,270
Lighting equipment	12,000 units	2,900
Welding wires	1,200 tons	1
Construction vehicles & equipment	10,000 vehicles	1,720
	40,000 vehicles	1,150
Assembling fluorescent equipment	40,000 units	4,350
Prayer rugs	400,000 sq meters	6,390
Classroom seat	100,000 units	1,110
Oxygen	30,000 cylinders	460
Assembling fluorescent lamps	50,000 bulbs	13,690
Floor carpets	600,000 sq meters	10,000
Manufacturing tin cans		15,000

Table 4:24 (cont'd)

Region/Project	Annual Production Capacity	Cost estimate in Thousands of Riyals
Dry battery cells	10 million units	
Eastern Region		
Wooden furniture	2,000 tons	6,200
Portable wooden platforms	110,880 platforms	2,000
Computer paper models-1	45 million models	900
Computer paper models-2	40 million models	1,800
Polypropylene bags	12 million bags	4,000
Assembling air conditioners	10,000 units	2,900
Coiled copper wires and reconditioned electrical motors	172,000 horse power	6,060

Table 4:25

New Industrial Projects for Consumer Goods and What Is Connected to Them

Region/Project	Annual Production Capacity	Cost estimate in Thousands of Riyals
Western Region		
Manufacturing polyester	12,000 tons	5,000
Perfumes and cosmetics	2.8 million c.c.	4,200
Plastic products	3,900 tons	16,000
Medical solutions	3,114 kg of glucose	14,000
Recycling glass	950 tons of cups and bottles	1,000
Clothes and tents	3,000 tents	840
Central Region		
Nylon bags and plates	525 tons	500
Plastic packages-1	370 tons	1,400
Plastic packages-2	310 tons	1,530
Cologne and perfumes	300 tons of colonge	
	120 tons perfume	1,940
Kitchen utensils plant	1,000 tons	40,000
Ready-to-wear clothing plant	150,000 pieces	11,500
Eastern Region		
Household utensils	30,000 units	3,230
Medicine	180 million pills	3,800
Southwestern Region		
Perfume and cologne plant	6,000 grams rose oil	
	100,000 liters cologne	1,950

8592

CSO: 4802

SAUDI ARABIA

JIDDAH PORT DIRECTOR DISCUSSES SPEEDY UNLOADING

Jiddah 'UKAZ in Arabic 16 Mar 77 p 3

[Article: "Waiting List at Jiddah Port Shows Zero"]

[Text] "The latest progress reports issued by the Islamic Port of Jiddah show the highest daily average for the unloading of cargo. The problem of ships awaiting their turn at the port has completely disappeared. Ships loaded with cement that used to have to wait several days have now been unloaded. From now on any ship that arrives in the port will be unloaded promptly following health and customs clearances.

"Reports indicate that Jiddah Port will receive 9 million tons of cargo this year. The port is adequately equipped to handle the increase in imports. The northern port is now operating regularly. A new pier is being built and will be in operation by the end of this year."

The above statements were made by Mr Fu'ad Mukhtar, director general of Jiddah Port. He went on to say: "The port warehouses and yards are almost empty. The unloading, storing and transport operations continue in an organized manner. The problem of pile-up and waiting will never recur. We have taken the necessary steps to handle the increase in imports and to carry out the expansion project which calls for building 25 docks with all facilities and services."

My first question was about the general picture in the Jiddah Port. In answer to this question, Mr Mukhtar said: "We can safely say that the work is going smoothly now. Loading, storing and transportation operations in the port are being carried out in an organized manner and in parallel lines. The ships you see now in the port are in transit. They are either unloading, arriving or departing. Among these ships there are rescue boats, a fishing research boat and some oil carriers which supply the ships with fuels. Other ships you see were seized either because of a dispute with the importers or a dispute connected with salvage operations. There are other ships waiting instructions from their owners. We are concerned, of course, only with those ships carrying cargo that is to be unloaded."



The director general showed me the register of ship-movement in the port. The waiting list shows zero for ships of all kinds.

Mr Mukhtar added: "A few days ago, there were eight cement-carrying ships waiting their turn in the port because the docks were busy handling other goods. When the docks became vacant, a number of unloading companies started to unload the cement immediately. The operation is now over. There is no more waiting even for the cement-carrying ships with their gigantic loads which sometimes exceed 50,000 tons.

#### Record Unloading Rate:

Discussing the unloading rates, the director general said: "The unloading operations in the port have set records reaching in certain days 30,000 tons daily. At present, the port is receiving seven or eight ships with loads ranging from 20 to 30 thousand tons. The port can handle the unloading of between 25 to 30 thousand tons daily, depending on the ships' arrival time, completion of formalities and entry into the docks. We have succeeded in solving the crisis. God willing, it will never recur."

#### Crisis Solved Before Expected Date:

Mr Mukhtar continued: "Thank God we have succeeded in solving the crisis before the expected date. That objective was set for March, but we achieved it in mid-February. The statement issued by Dr Fa'iz Badr, chairman of the (General Port) Organization heralded the start of a new phase of work that has brought about the results you can see now. The results did not come all of a sudden by a miracle. They were achieved gradually by undertaking organizational procedures. During June of last year, the total quantity of unloaded goods amounted to 423,215 tons. For July, the total was 418,156 tons. In August it went up to 516,764 tons. Since then, the total continued to increase gradually until it reached 673,464 tons for last January. We could have achieved these results earlier had it not been for the pilgrimage season when Jiddah port had to receive 120 ships carrying pilgrims.

#### Same Capabilities:

When we asked Mr Mukhtar about the additional capabilities that made the realization of this objective possible, he said: "We achieved this result with almost the same capabilities we had before. The problem was not lack of resources. It was rather a problem of organization, firmness and full utilization of the available resources. We had the same number of piers, equipment, warehouses and yards. What was required were efficiency and maximum utilization of resources with new techniques and new ideas. We tried a system of specialization in connection with the docks. We allocated some docks to receive the roll-on roll-off ships and others to receive boats. The southern zone was allocated to receive small ships and another zone for cargoes to be unloaded by helicopter.

We tried the discharge by crane. We utilized this kind of operation in using the yards and docks vertically. In terms of organization, we issued a decision to sell any cargo that remains in the port for more than 15 days. Thus, the merchants stopped the practice of using the port as a warehouse for their goods. We issued another decision preventing ships more than 15 years old from entering the harbor unless they carry documents certifying that their loading and unloading equipment is still operative and in good condition. The shipping companies have complied with the decision by providing their ships with the necessary modern equipment. We have contracted a number of companies specializing in unloading. These companies have contributed to the unloading operations. In fact, the customs authorities have cooperated with us fully and in such a way as to convince the merchants of the seriousness and flexibility of our policy. In their turn, they have expedited the removal of their goods from the port.

In the administrative field, the chairman of Port Organization, Dr Fa'iz Badr has allowed us adequate powers. In our turn, we granted the heads of sections jurisdiction within the limits of their respective responsibilities and duties. Thus, flexibility prevailed at all levels and in all sectors.

#### Two Programs for the Future:

At this juncture, I asked: "Since the port's capabilities remain the same, how do we expect to deal with the inevitable increase in the size of imports, as a result of the implementation of more development projects and the increase in the average per capita income?" He replied: "In fact, there are two facets: the immediate facet relates to the current year. The port's present unloading capacity allows it to receive 7 million tons. The expected imports amount to 9 million tons. The difference will be accommodated in the southern zone and the northern zone to the north of the Water Desalination Organization. The zone has a 400 x 300 meter pier. We are now constructing another pier, 800 meters long.

The second facet is a long-term one. It is connected with the expansion plan calling for the building of 25 additional piers, thus increasing the number of piers to 37. On the other hand, as it had been announced, His Royal Highness Prince Mil'ib ibn IAbd-al-'Aziz, minister of public works and housing, signed the contract for building two new ports that will serve the housing projects and receive building materials. These two special ports will alleviate the burden of the general ports. At the same time, the completion of the Yanbu' Port project will help in easing the pressure on Jiddah Port."

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SAUDI ARABIA

FIVE NEW HOSPITALS PLANNED IN MAJOR CITIES

Jiddah AL-MADINAH in Arabic 20 Mar 77 p 2

[Article by Husayn Ali Husayn]

[Text] Riyadh--Two years from now, five new hospitals will be ready to operate in Jiddah, Medina, al-Hufuf, (al-Khubar) and Jizan. The sites where these hospitals will be built have been chosen. The figures showing estimated costs and personnel have been finalized. Al-MADINAH can now give a complete report on the projected hospitals.

Al-Khubar hospital will have a basement with an area of 7380 square meters, a ground floor with an area of 7384 square meters and four other floors with areas of 2750 square meters for each. The Jiddah hospital and Medina hospital will each have a basement with an area of 7083 square meters, a ground floor with an area of 7384 square meters and five other floors with an area of 2750 square meters. The number of beds in every hospital will be as follows: al-Khubar hospital: 381 beds, Jiddah hospital, 460 beds; Medina hospital; 460 beds; al-Hufuf hospital, 487 beds; and Jizan hospital 487 beds. Total costs of building and equipment of the five hospitals will be 1,563,853,000 riyals. Supervision will cost 24,671,250 riyals. The grand total will be 1,588,524,520 riyals.

Every hospital will consist of:

1. The basement which will include the physical therapy department, examination rooms, a swimming pool, sports hall, warehouses, central sterilization unit, washers, kitchens, dining room for personnel, central stores, clothes changing booths for personnel, keys and equipment for the main services.
2. The ground floor will include outpatient clinics for general checkups, internal medicine, gyneocology, pediatrics, orthopedics, dermatology, venereal diseases, ophthalmology, otolaryngology, dentistry, three operating rooms, emergency section, diagnosis section, six radiology rooms, a surgery section consisting of eight rooms for general surgery, offices

for the physicians, central laboratories with separate sections for tissue, blood and spleen examination, for tuberculosis, for pediatrics and immunization, and for examination of urine, stools, and blood. There will be also places for blood donation, a blood bank, waiting rooms for the patients and various other sections.

3. Other floors: al-Khubar hospital will have four floors. The first floor will have eight beds for intensive care, four beds for cardiology cases, two beds for artificial kidneys, 14 beds for burns, 25 beds for general surgery-female and 25 beds for general surgery and urology cases-male. The second floor will have a 41-bed nursery, 15 beds for delivery, 25 beds for expectant mothers and 25 beds for gynecology. The third floor will have 50 beds for internal diseases-male, 25 beds for internal diseases-female and 25 beds for orthopedics-female. The fourth floor will have 25 beds for children and 25 beds for otolaryngology.

Both the Jiddah hospital and Medina hospitals will have five floors:

First floor: 8 beds for intensive care cases, 4 beds for cardiology, 2 beds for artificial kidneys, 14 beds for burns, 25 beds for general surgery-female and 25 beds for general surgery and urology-male.

Second floor: four 25-bed identical sections.

Third floor: 50 beds for general surgery-female, 25 beds for general surgery and urology-male and 25 beds for orthopedics-male.

Fourth floor: 75 beds for internal medicine-male and 25 beds for internal medicine-female.

Fifth floor: four 25-bed identical sections.

Al-Hufuf and Jizan hospitals will have five floors each:

First floor: 8 beds for intensive care cases, 4 beds for cardiology, 2 beds for artificial kidneys, 14 beds for burns, 25 beds for general surgery-female and 25 beds for general surgery and urology-male.

Second floor: 41-bed nursery, 13 beds for delivery, 25 beds for expectant mothers and 25 beds for gynecology.

Third floor: 25 beds for general surgery-male, 25 beds for general surgery and urology-female and 25 beds for orthopedics-male.

Fourth floor: 75 beds for internal medicine-children and 25 beds for internal medicine-female.

Fifth floor: 50 beds for children and another identical section.

Every hospital will be delivered, furnished, equipped and ready for work according to the following time-table: Jiddah, Medina and al-Hufuf hospitals in May 1979 and al-Khubar and Jizan hospitals in June 1979. One thousand physicians, technicians, nurses, administrative and other personnel will staff the five hospitals. Some of these will be accompanied by their families.

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## SAUDI ARABIA

### BRIEFS

NEW FACTORIES--The Ministry of Industry and Electricity has issued licenses for a number of industrial projects to be financed jointly with Saudi and foreign capitals. More than 60 million riyals will be invested in these projects which include: The establishment of the Saudi Motor Vehicle Company in Jiddah with a capital of 56,500,000 riyals. The company will produce and assemble Ford bus bodies. Its production capacity will be 600 large and 300 medium-size buses in the first year. Later, the capacity will reach 900 large and 600 medium-size buses. The Mechanical Systems Company Limited, in al-Riyadh with four million riyals capital. It will implement work connected with sewage systems, water systems, hygienic works and mechanical projects. Al-Surur Factory for concrete mixers with a 3,462,200 riyals capital. The plant will produce concrete mixers at an annual production capacity of 100 mixers each able to handle 0.25 cubic meters of concrete and 60 mixers that can handle each 0.7 cubic meter of concrete. [Text] [Riyadh AL-RIYADH in Arabic 24 Mar 77 p 2] 6800

CSO: 4802

TUNISIA

TUNISIAN, DUTCH FOREIGN MINISTERS EXCHANGE CARTHAGE DINNER SPEECHES

Tunis L'ACTION in French 2 Apr 77 p 12 LD

[Unattributed report: "Mr Habib Chatti Gives Dinner in Honor of Mr Max van der Stoel"]

[Excerpts] Tunisian Foreign Minister Habib Chatti gave a dinner in Carthage on Thursday evening in honor of Dutch Foreign Minister Max van der Stoel, who arrived in Tunis yesterday on an official visit.

The Tunisian foreign minister noted the great understanding demonstrated by the Dutch Government toward the search for and the establishment of a new world economic order.

With respect to Tunisia's relations with Europe and the European-Arab dialog, the Tunisian diplomatic chief said:

"Tunisia, an Arab and a Mediterranean country, is deeply attached to Arab-world solidarity but equally is convinced of the need to cooperate with Europe. So it is proper for me, in the presence of the diplomatic chief of a nation which is one of the most enthusiastic supporters of European unity [l'une des plus ferventes adeptes de l'Europe] and of opening up Europe to the world, to reaffirm the hopes which the European-Arab dialog has engendered since the last meeting of the general commission in Tunis.

"Certainly, the latest work toward this dialog has registered fresh progress, and we are pleased with that. We are convinced, however, that the effective widening of our discussion to incorporate other aspects--which we consider of primary urgency and importance--will contribute in a decisive way to a broader understanding within the framework of the dialog."

He added: "If we do this we will have achieved one of the most ardently desired aims--to see Europe effectively engaged, as much if not more than other powers, in the dynamic of world peace and, more particularly, in favor of the establishment of peace in the Mediterranean region.

"In effect, the prospect of a Europe on the one hand involved in the great undertaking of European security and cooperation while on the other remaining ignorant of or pretending not to know about a dangerous and distressing situation in the Middle East can only undermine the faith which many countries have in a free and just Europe.

"We hope that your noble country, which is an ardent defender of the great universal values and was able, when the time came, to effect a peaceful decolonization, will be able to work both on the EC level and in the international plane for Israel's withdrawal from all the occupied Arab territories and for a just and lasting solution to the Palestinian problem--a solution which must be expressed in the building of a free and independent Palestinian state on Palestinian soil.

"This action, so we hope, would be in keeping with the attitude of justice which characterizes your position with respect to the situation in southern Africa, for which I take the opportunity to pay homage to you," Mr Habib Chatti went on.

"In that part of Africa--in Zimbabwe, Namibia and South Africa--the cynical and provocative behavior of the racist minorities and their flagrant bad faith are perpetuating a situation as aberrant as it is dangerous to peace in the region and throughout the world.

"Only active and unfailing international solidarity can hasten the final outcomes of this terrible tragedy and free millions of human beings from an unjust and implacable yoke.

"These are some ideas on which we will have the pleasure of consulting later.

"I am convinced that our talks will be enriching and mutually beneficial and will help to strengthen the especially friendly and confident relations between Tunisia and the Netherlands."

Replying to Mr Habib Chatti's toast, Dutch Foreign Minister Max van der Stoep began by thanking the Tunisian diplomatic chief for his invitation to visit Tunisia. After stressing the exemplary character of the relations existing between the two countries, M. Max van der Stoep went on to accentuate bilateral cooperation.

Talking about the Middle East conflict, Mr Max van der Stoep pointed out that the solution of that conflict will depend on efforts now being made by various parties to restart negotiations aimed ultimately at an overall settlement of the conflict. Fortunately, he asserted, the climate for these negotiations seems more favorable now than in the past.

The Dutch diplomatic chief went on to talk about the European-Arab dialog and the EC countries' contribution to development work in the Arab countries, notably Tunisia.



"Tunisia assumed the presidency of the Arab League at the same time as the Netherlands assumed the presidency of the EC: that was a fortunate combination of circumstance which allowed our two countries to act as a bridge between the two regions and to set a new tone in their relations. We saw this in concrete terms in the preparatory work for the second meeting of the European-Arab dialog general commission, which was held in this city last February under especially favorable conditions.

"Rapprochement between our two regions is also continuing in another framework: I am thinking especially of the cooperation agreements between the Maghreb countries and the EC--agreements signed for Tunisia on 25 April last year. As you all know, what is involved here is not only the granting of trade concessions but above all the creation of a real economic link and the recognition of the great interest which Europe brings to the development of these countries, particularly Tunisia. And this is happening at time when your country is planning to launch its wide-ranging five-year plan (1977-1981) to follow its successful 4-year plans," Mr Max van der Stoel said in substance, while also voicing his admiration of the ambitious aims of the five year plan.

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END